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are known and asked for
all over the World
Sole Agents,
H. Price & Co.,
12 Queen's Rd., 468

The China Mail.

ESTABLISHED 1845.

D. O. L.
Old Tom Gin.
The most reliable Gin
on this market.
Sole Agents,
H. Price & Co.,
12 Queen's Rd., 468

No. 12,948

號七廿月九年四零百九千一英

HONGKONG, TUESDAY, SEPTEMBER 27, 1904.

日八十月八年辰甲

PRICE, \$8.00 Per Month.

WHISKY.

V. O. B.

BLENDED

Charles Mackinlay & Co.,

LEITH.

\$12 00 per Case.

MAGEWEN, FRICKEL & CO.,

3, DUNDAS STREET
Hongkong, July 28, 1904. 2547

Intimations.

THAT BEAUTY IS ONLY SKIN DEEP
IS AN ACKNOWLEDGED FACT
THE PREPARATIONS

Mrs ELLEN, SKIN SPECIALIST.
BRIGHTON, England, an accomplished
for Creating, Restoring, and Preserving
Beauty. Their application impart to the
Face, Neck and Arms a Delicate
Softness, the Fresh Tint of Health and the
Odour of Flowers. To preserve her beauty
is the natural ambition of every woman of
culture. The CREAM, POWDER and
LOZONGS, prepared by Mrs. ELLEN, her
self are not only quite harmless, but being
natural skin preparations, are the only
real.

Sole Agents:
A. S. WATSON & Co., Ltd.
Hongkong Dispensary
Hongkong, September 26, 1904. 1754

BOARD AND RESIDENCE

For a Gentleman to share LARGE
ROOM
Apply to "A. B. C."
Care of "China Mail" Office.
Hongkong, September 28, 1904. 1751

WANTED

YOUNG AMERICAN Boy, 17, desires
situation in Office with Foreign Firm,
willing to remain for Room and Board.
Apply to
"H. V. S."
Care of "China Mail" Office.
Hongkong, September 24, 1904. 1740

NOTICE

THE Undersigned has opened his
SULING ROOMS on the 21st
FLOOR of 34, QUEEN'S ROAD CENTRAL,
(Old Hongkong Club Building), opposite
the General Post Office.
A. A. CARRERA, DENTIST.
Hongkong, September 23, 1904. 1745

**HUMPHREYS' ESTATE & FINANCE
CO., LTD.**

THE SHARE CERTIFICATE No. 474
for Fifty Shares, Numbered 5001-
5100 inclusive, Fully Paid Up, standing
in the Register in the name of JAMES
ROBERTSON, Alexander of Shanghai, having
been lost, Notice is hereby given that
unless the said Certificate be produced at the
Office of the Company, Alexander Build-
ings, Des Vaux Road, Hongkong, before
23rd OCTOBER, 1904, a New Certificate
for the said Shares will be issued and the
old Certificate will thereafter be held by
the Company as null and void.
JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, September 23, 1904. 1739

FOR SALE

ONE ICE-MAKING MACHINE, with
GAS ENGINE Complete.
For Full Particulars, apply to
HUGHES & HOUGH,
8, Des Vaux Road.
Hongkong, June 27, 1904. 1609

**THE POPULAR
SCOTCH
IS
"BLACK & WHITE"**



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to

H. M. THE KING
and
HERALD OF WALES

Supplied at all the leading Clubs and
Hotels, and to be obtained from **LANE,
CRAWFORD & Co.,** Queen's Road,
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WORKS, KOWLOON BAY.

OFFICES AND SALES ROOMS: 20, CONNAUGHT ROAD.

PUMPS, PACKINGS, GENERAL STORES AND
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AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND
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NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain R. D. Thomas.
s.s. FOWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
s.s. FATHAN, 2,200 tons, Captain W. A. Valentine.
s.s. HANKOW, 3,073 tons, Captain B. Branch.
s.s. KINSHAN, 2,860 tons, Captain J. J. Lossius.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 8.30 p.m.
and 10 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 8.30 p.m.
(Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

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s.s. HEUNGSHAN, 1,998 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2 p.m.
Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 7.30 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
about 7.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday
at about 7.30 a.m.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE LHO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Wilcox.
s.s. NANNING, 569 tons, Captain C. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at about 8 a.m. Round trips take about five days. These vessels have Superior
Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the "—"

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
18, Back Buildings, Queen's Road Central, opp. the Hongkong Hotel.
Or at BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

DR NEWELL WILSON.

**DR WILLIAM DANIEL,
DENTISTS.**

LATEST AMERICAN METHODS.

REASONABLE FEES.

NO CHARGE FOR EXAMINATIONS.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL
(First Floor, WATKINS BUILDING).
Hongkong, February 18, 1904. 2206

**DR HARRY FONG,
AMERICAN TRAINED DENTIST.**

ELECTRICAL and Latest Improved
Appliances.
41, QUEEN'S ROAD CENTRAL.
Entrance on Lee Yuen Street.
Hongkong, July 28, 1904. 1379

THE AMERICAN SYSTEM

DENTISTRY.

DR. M. H. CHAUN,
37, Des Vaux Road CENTRAL, HONGKONG.
From the University of Pennsylvania,
U.S.A.
Hongkong, July 28, 1904. 1386

Millions

of bottles of Bovril are
used annually—used in
the sick-room where Bovril
is the nurse's second self—
used in the kitchen
where Bovril is the cook's
'right hand'—used on all
occasions where strength
and sustenance are re-
quired. Bovril as a food
has received the endorse-
ment of some of the great-
est scientists of the age.



To be obtained at all the leading Chemists,
Grocers, &c., throughout Hongkong, China
and Japan.

榮 CHEE WING & CO., 啟

25 & 29, LEE YUEN STREET (WEST)
HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL
IRON WARE, &c.

STERIL GIRDERS AND TEES,
CORRUGATED IRON, FIG IRON, &c.

Suitable for
SHIPS, ENGINEERS AND HOUSE BUILDERS.
Hongkong, May 29, 1904. 1527

**THE CLIFFORD-WILKINSON
TANSAN MINERAL WATER
CO., LIMITED.**

(To be Incorporated under the Companies
Ordinances of Hongkong, 1865 to 1890.)
CAPITAL 500,000 Yen
in 5,000 SHARES OF YEN 100 EACH.

For Particulars APPLY TO
**THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA,
AND
THE INTERNATIONAL BANKING
CORPORATION.**

Or their correspondents. Subscription
Lists are open for Twenty Days.
Hongkong, September 21, 1904. 1717

'SINGER'

IS the Synonym for what is Best in
SEWING MACHINES.

SIMPLE—STEADY

'SILENT'—STRONG.

SHOWROOMS:

1, WYNDHAM STREET,
HONGKONG.

Hongkong, August 20, 1904. 1282

THE KOWLOON HOTEL, KOWLOON.

A High-class Tourist's Hotel under Amer-
ican Management. First-class Cul-
sine, Beautiful Garden.
MONSIEUR CHARGES
J. W. OSBORNE,
Proprietor and Manager.
Hongkong, January 30, 1904. 159

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR
DAGGER PACKING MARINE
ENGINES.



BEWARE OF IMITATIONS. SOLE MANUFACTURERS:
BELL'S ASBESTOS CO., LTD., LONDON.

A LARGE STOCK OF PACKINGS, JOINTINGS, &c. ALWAYS IN HAND.
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LANE, CRAWFORD & CO.

NEW STOCK OF

FOOTBALL BOOTS.

CHROME \$5.50
and \$6.50
RUSSETT \$7.50
LEATHER per Pair.

SPECIAL TERMS TO CLUBS.

LANE, CRAWFORD & CO.
**MARINE MOTORS AND MOTOR
LAUNCHES.**

THE Undersigned is Agent in China for LISTER & SONS of London and other
BRITISH MANUFACTURERS, and will be pleased to supply Catalogues and
Price Lists on application.
A SAMPLE BOAT now Open to Inspection in Hongkong Harbour.

G. O. MOXON,

5, VICTORIA BUILDINGS, QUEEN'S ROAD.

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. till 10 P.M. My 32 years'
experience in tattooing is a guarantee of good work and prompt execution. My
Colours are absolutely fast and perfectly harmless, and produce a charming effect not
attained by any other, as their composition is only known to me. H. R. H. The Duke
of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage;
besides many others of High Rank. Prices Moderate and satisfaction guaranteed as
attested by 3700 Recommendations which I have received from all Sources.
Hongkong, August 2, 1904. 1419

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy
Bedrooms. Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER.

Hongkong, August 1, 1904. 1413

CARLTON HOUSE.

10, ICE HOUSE LANE.

FIRST-CLASS PRIVATE HOTEL.
COOL ROOMS. ELEGANTLY FURNISHED.

COMFORTS OF RESIDENTS AND CUISINE A SPECIALITY.

For Terms, apply to
B. F. HOWARD, Lessee and Manager.
Hongkong, July 2, 1904. 1226

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.

THREE MINUTES' WALK FROM POST OFFICE.

SPECIAL TERMS FOR MONTHLY BOARDERS.

RATES MODERATE. 29, WYNDHAM STREET.

Hongkong, September 5, 1904. 1636

KELLY & WALSH, LTD.

NEW BOOKS BY ENGLISH MAIL.
A Modern Legionary, by J. P. Le 1.75
When I was a Boy, by A. W. Marchmont 1.75
The Stolen Submarine, by Geo. Griffiths 1.75
A Bride From the Sea, by Guy 1.75
Boothby 1.75
Yang Hui Tey (Le Diable Etranger), by V. Sierozowski 2.25
Olive Latham, by E. L. Voynich 1.75
ALL THE WORLDS FIGHTING SHIPS, 1904, by F. T. Jane 13.00
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Harry Furness at Home, Written and Illustrated by Himself 6.99
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Practical Hints for Travellers in the Near East, by E. A. Reynolds Ball 1.50
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Meaning and Practice of Commercial Education, by C. A. Harlick 4.50
ARDATH TOBACCO

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PHOTOGRAPHER and PORTRAIT
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LANDSCAPES, PICTURES & VIEWS FOR SALE.
No. 36, 3rd FLOOR, QUEEN'S ROAD
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Hongkong, September 5, 1904. 1636

Business Notices.

GREEN ISLAND CEMENT CO., LTD.
Portland Cement.

In casks of 375 lbs net, \$5.00 per cask, ex Factory.
In bags of 250 lbs net, \$3.20 per bag, ex Factory
FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glass
Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.

GENERAL MANAGERS.

FINEST

BLACKBERRY BRANDY

Price per Doz. Qts. \$11.00.
" " Bottle, 1.00.
LANE, CRAWFORD & CO.

Hongkong, September 1, 1904. 1669

FAIRALL & CO.

HIGH-CLASS

DRESSMAKERS, MILLINERS,

AND

GENERAL DRAPERS.

CORSETS AND SHOES A SPECIALITY.

Hongkong, August 9, 1904. 1666

THE

HONGKONG HOTEL.

REPLETE WITH EVERY LUXURY.

ELECTRIC LIGHT AND FANS.

LARGE AND AIRY RECEPTION ROOMS.
READING AND PRIVATE BILLARD ROOMS.

EUROPEAN CHEF.

CONNAUGHT HOUSE HOTEL,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL

OFFICES.—EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Laundry Service for Guests.

For Terms, apply

THE MANAGER.

58

THE

VICTORIA DISPENSARY,

Wine and Spirit Merchants.

WHISKIES:

Glenorchy, Lochaber, Olaymore,
Finest Old Scotch, Daniel Crawford's,
Bourbon, 'V. R. O.' Liqueur (square bottle),
Watson's 'E' Liqueur.
PRICES ON APPLICATION.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

LETTS' DIARIES, 1905.

Mrs HENRY WOOD'S POPULAR NOVELS, CLOTH \$1.50 Each.

Lady Adelaide	Within the Maze	
Red Court Farm	Shadow of Ashly Dyot	
Edina	Yvonne's Pride	
Master of Greylands	Pomeroy Abbey	
George Canterbury	Anne Hereford	
Dense Hollow		
Dickens' Complete Works	15 Volumes	\$17.00
Cook's Voyages	Illustrated	2.90
The Scalp Hunters	by Mayne Reid	2.90
Racquets, Tennis and Squash	by Miles	3.90
Croquet, by Thomas		3.90
Athletics, by Williams		6.00
Card and Table Games	by Hoffmann	4.00
The Girl's Handy Book	by Beards	4.00
What a Girl can Make and Do	by Beards	4.00
The Jack of all Trades	by Beards	4.00

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

LONDON.—RANGOON STREET, CRUTCHED FRIARS.

GLASGOW.—ST. ENOCH SQUARE.

SHANGHAI.—FOOCHOW ROAD.

SINGAPORE.—RAFFLES QUAY.

Telephone No. 76.

AGENTS THROUGHOUT THE EAST.

15, QUEEN'S ROAD,
Hongkong, September 5, 1904.

have started at sunrise, had secured the place upon the roof just above the altar itself. What tragedy of childhood or sorrow for children may have been signified, one could not know, but during the whole service who remained with uplifted hands prostrate upon that piece of corrugated iron as the most holy place on earth.

When service was over, there should have been a procession, and all the little banners with their Irish inscriptions were ready to be attached to the bare poles scattered among the crowd. But the temperate was too pitiless for banners, and without further ceremony, the Archbishop, in purple biretta, addressed the people upon St. Patrick's life and the spiritual meaning of the day's celebration. Even his great voice could not be heard far under the deluge of sturm, though the crowd cheered him with enthusiasm, both for his eloquence and his courage in coming. Then the descent began, and the descent of thousands of people down one long slope covered with loose rocks and slippery bog is almost difficult as the going up, especially when an irresistible wind is driving them from behind.

I do not know that any other people in the world would have made such a pilgrimage as that. In Italy there are great pilgrimages, and dilettante Englishmen go to stare at them as picturesque events. In the case of the Irish, the conditions are different; there are no English tourists. The service is the natural outcome of the people's devotion and imaginative power, not in the course of long wanderings in many lands have I seen a religious ceremony more simple-hearted or more entirely free from the ingenuities which are so vulgarly the province of the young priests who speak of the "passion's" clouded path to God. That could be a good description of what the pilgrimage meant to the people who were there. By A. Pilgrim, in the *Observer*.

WOMEN COMPETING WITH MEN

Miss Parkhouse has an interesting article in the August number of the *Illustrated London News*. The position of women in England is what progress has been made, she says, is chiefly in the direction of raising the position of the married woman. The same may be said of women in general, but the progress of the single woman is more rapid.

Single women are few, and their progress is slow. Of the married professions, only that of medicine is open to both sexes. As a rule, and as women, women can and do earn a good living. The teaching profession attracts a large number of educated women. In the elementary schools they greatly outnumber the male teachers. They receive, however, salaries which are only about two-thirds those paid to men, although their qualifications and the work they do are the same. Their chance of promotion is, too, less.

Commerce should prove a wider field for women than is the case, except as regards retail trade, where they play a larger part. Few women are to be found conducting business enterprises. This is apparently because few possess the necessary capital or experience. Business men not only do not encourage, but often actually refuse to allow their daughters to work in their office or warehouse, or to gain knowledge of the family business. Female clerks have little or no chance of rising. They are not suited for promotion; business capacity of a high order is not looked for in them, and they are left at the bottom of the commercial ladder.

As far as women are concerned the State as an employer is no improvement upon the private individual. The female employees in the post-office, telegraph, and telephone services are very badly paid, as are those in the Government clothing factories. Apart from these workers, employment for women under the Government is almost non-existent. Women manual workers are not more advantageously situated than those of the middle class. Their educational difficulties are greater, for they have virtually no means of learning a skilled trade. Their attempts to enter new occupations are just as much hampered as are those of similar attempts on the part of middle class women.

CHARLES FORDE'S BILE BEANS.

WHAT THEY ARE AND WHAT THEY DO.

SCIENTISTS have for a long time been aware of the great superiority of vegetable medicines over those containing mineral poisons; and some years back, Mr. Charles Forde, an eminent scientist, conceived the idea of so utilizing the essences of certain Australian plants that their well-known healing properties might be made useful to modern man. By long and careful investigation and experiment, he at last gained the discovery of a natural vegetable substance which acted on the liver and digestive organs directly and more effectively than any medicine known. The best laboratories, the most modern plant, and all that science dictated as being best for the purpose, was requisitioned in the compounding of this substance into convenient medicine form, and the result of it all was the production of a few years back of the most perfect medicine of modern times. This medicine was produced in the form of small beans, which, being prepared for action on the liver, were called "Bile Beans."

Being the product of recent science, Bile Beans, on their first appearance, experienced hard fight of science versus quackery; but the issue was soon decided by the public, with the result that "Bile Beans" began to rapidly displace the old imperfect, and in some cases harmful medicines, which have been in use for fifty or sixty years, and which, like all old forms, are behind the times, and correspondingly imperfect. Most of these remedies contain bismuth, iron or some harmful mineral or mineral substance, and if taken in quantities, produce evils worse than those they are intended to relieve. Bile Beans, without the slightest discomfort, prompt the liver and digestive organs to get in nature's normal way, leaving those organs strengthened and stimulated to continue the performance of their duties without further assistance.

Charles Forde's Bile Beans for Biliousness are a cure for indigestion, anæmia, weakness, female ailments, heat, flatulency, neuralgia, lumbago, rheumatism, debility, palpitation, pains in the back, piles, constipation, sleeplessness, loss of appetite, liver complaint, headache, flatulency, pimples, skin eruptions, and all ailments having a common origin in impurity of blood, a general congestion of the system and loss of vital force.

Of all chemists and medicine vendors. Price 76 cents (Mex.) per bottle.

CARBONIC ACID

in iron drums

ALWAYS IN STOCK AT MODERATE PRICES.

Special Arrangements for Season-Contracts.

GROSSMANN & Co.



WHEN YOU WISH

A
COOL SMOKE

WHY NOT TRY

FRONTIER
MIXTURE

British American
Tobacco Co., Ltd.

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 30 or 35 days.

EUROPEAN MAIL.

DEP.	STEAMER.	DESTINATION.	MAIL DEPT.	DEP.
Sept. 24	P. & O. Nubia	London	Oct. 23	Oct. 30
28	G. M. S. Bayern	Bremen	27	Nov. 4
30	M. M. Australia	Marseilles	29	13
1	P. & O. Bengal	Hamburg	1	22
12	G. M. S. Sachsen	Mantelberg	11	15
18	M. M.	Mantelberg	17	22
22	P. & O. Malta	London	20	27
26	G. M. S. Zeyher	Bremen	25	Dec. 1
29	M. M.	Mantelberg	31	29
30	P. & O. Commodore	London	30	11
1	G. M. S. Prince Alice	Hamburg	1	20
10	P. & O. Silesia	London	9	25

AMERICAN MAIL.

DEP.	STEAMER.	DESTINATION.	DEP.
Sept. 27	P. M. S. Doric	San Francisco	Oct. 25
Oct. 7	N. P. L. Tremont	Tacoma	Nov. 5
8	P. M. S. Manchuria	San Francisco	18
10	P. & A. Numbata	Portland, O.	18
11	P. M. S. Coptic	San Francisco	18
20	N. P. L. Lyra	Tacoma	18
27	P. & A. Nicomedia	Portland, O.	29
28	do. Gaelic	do.	30
29	P. & A. Arabia	Portland, O.	31
29	P. M. S. Mongolia	San Francisco	31
30	do. China	do.	31
15	do. Doric	do.	13
27	do. Sibiria	do.	24
1905	do. Coptic	do.	17
Jan. 19	do. Korea	do.	17
31	do. Gaelic	do.	28
Feb. 11	do. Mongolia	do.	28

CANADIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DEP.
Oct. 12	O. P. R. Athanasia	Vancouver	Nov. 5
19	do. Empress of China	do.	9
Nov. 3	do. Tartar	do.	26
16	do. Empress of India	do.	7
1905	do.	do.	21
Dec. 14	do. Empress of Japan	do.	21
28	do. Athanasia	do.	21
Jan. 11	do. Empress of China	do.	18
25	do. Tartar	do.	18
Feb. 8	do. Empress of India	do.	1

AUSTRALIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DEP.
Oct. 1	C. N. Chingto	Sydney	Oct. 23
15	E. & A. Australian	do.	5
25	C. N. Taiyuan	do.	17
Nov. 1	E. & A. Empire	do.	9
16	C. N. Tsinan	do.	1
Dec. 9	C. N. Changshu	do.	1
14	E. & A. Eastern	do.	18
1905	C. N. Chingto	do.	18
Jan. 11	E. & A. Australian	do.	12
20	C. N. Taiyuan	do.	1
Feb. 8	E. & A. Empire	do.	5
11	C. N. Tsinan	do.	29
Mar. 8	E. & A. Eastern	do.	16
April 6	" Empire	do.	24
May 3	" "	do.	24

INTIMATIONS.

CHINESE ENGINEERING AND MINING COMPANY, LTD.

A DIVIDEND of 7½ per cent (18d. per share) on the above Company, has been declared by the Directors of the above Company. The Dividend Warrants are negotiable at the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai.

Hongkong, September 16, 1904. 1895

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Meeting of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 New Shares of \$10 each at a Premium of 10 per cent or \$11 a Share. Each Registered Shareholder on the 28th day of September, 1904, applying for the issue of 30,000 New Shares of \$10 each at a Premium of 10 per cent or \$11 a Share, will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Meeting in accordance with Article 40 of the Company's Articles of Association. Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per Share will be payable on application. The TRANSFER BOOKS of the Company will be closed from the 28th September, 1904, to the 30th October, 1904, both days inclusive. The present paid-up Capital of the Company is \$900,000, divided into 90,000 Shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 Shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund. The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905. Forms of application for the New Issue can be obtained at the Company's Offices in Alexander Building, or at the Hongkong and Shanghai Banking Corporation, in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, June 22, 1904. 1598

WANG HING & CO.,

DEALERS IN JEWELLERY AND LACQUERED WARE. No. 71, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, August 29, 1904. 1582

QUONG HING LUNG,

FIRST CLASS Tailor and Outfitter.

30 YEARS' EXPERIENCE IN U.S.A.

UP-TO-DATE CUTTER.

PERFECT FIT GUARANTEED.

FANCY GOODS DEALER.

PRICES VERY LOW.

No. 96, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, September 14, 1904. 1685

WING SUN & CO.,

No. 54, QUEEN'S ROAD CENTRAL (Premises formerly occupied by Messrs C. J. GALT & CO.).

High-class Tailors & Outfitters, Shirt and Breeches Makers.

FINE Quality, Workmanship Guaranteed.

PRICES VERY MODERATE.

NOW SHOWING—New Lot of STRAW HATS, FINE HATS, PANAMAS, UMBRELLAS, WALKING STICKS, BOOTS AND SHOES, &c., &c., &c.

INSPECTION INVITED.

TELEPHONE No. 467.

Hongkong, August 4, 1904. 1429

NAM SING,

U. S. ARMY TAILOR.

47, QUEEN'S ROAD CENTRAL.

BRAND NEW STOCK IN HAND.

Hongkong, September 3, 1904. 1630

A LING & CO.,

FURNITURE STORE.

AND

FOOCHOW LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, September 3, 1904. 1627

KING EDWARD

HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Dinner at 12½ and 7½.

For terms, &c., apply to the

MANAGER.

Hongkong, June 10, 1903. 1239

HOTEL ORAIGIRBURN.

PLUNKET'S GAP, THE PEAK.

near the Tram Terminus. Telephone 56.

For Terms.

Apply to the MANAGER. 741

ZETLAND HOUSE,

SUPERIOR ACCOMMODATION.

No. 10, QUEEN'S ROAD CENTRAL.

MODERATE CHARGES.

Mrs. WATLING, Proprietress.

Hongkong, July 27, 1904. 1374

His Britannic Majesty's Ships on the China Station

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported
Alacrity	despatch-vessel	1790	12	3000	Comdr. Richard M. Harbord	Hongkong
Albion	battleship, 1st class	12,850	42	15,500	Captain Sydney H. Fremantle	Whaiwai
Algerine	cruiser, 1st class	1050	6	1400	Commander R. Nugent	Beihing Sea
Amphitrite	cruiser, 1st class	11,000	16	18,000	Capt. Charles Windham, O.V.O.	Whaiwai
Andromeda	gunboat, 1st class	710	6	1300	Capt. R. N. Ommamney	Whaiwai
Bramble	gunboat, 1st class	710	6	1300	Lieut.-Com. O. M. Makins	Whaiwai
Briarcliff	gunboat, 1st class	710	6	1300	Lieut.-Comdr. T. D. Pratt	Yangtze
Centurion	battleship, 1st class	10,100	14	13,000	Captain Fegan	Whaiwai
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Whaiwai
Cherub	water tank and tug	350	0	300		Hongkong
Diadem	sloop	1070	6	1400	Comdr. Ernest Barton	Whaiwai
Fame	torpedo boat destroyer	350	6	5700		Shanghai
Feareless	cruiser, 3rd class	1650	12	3300	Comdr. P. V. Lowes, D.S.O.	Whaiwai
Glory	battleship, 1st class	12,950	16	15,500	Captain Hon. Walter G. Stopford	Hongkong
Handy	torpedo boat destroyer	275	6	4000	Reserve	Whaiwai
Hart	torpedo boat destroyer	275	6	4000		Whaiwai
Humber	torpedo boat destroyer	1640	17	900	Lieut.-Comdr. F. M. Rindore	Shanghai
Iphigenia	cruiser, 3rd class	3600	17	3900	Captain W. B. Foulkes	Whaiwai
Janus	torpedo boat destroyer	280	6	3900	Lieut.-Comdr. A. Gregory	Taku
Leviathan	cruiser, 1st class	14,100	18	31,500	Lt.-Comdr. C. P. Metcalfe	Yangtze
Moortien	river gunboat	180	2	800	Captain Francis G. Kirby	West River
Ocean	battleship, 1st class	12,950	16	13,500	Lt.-Comdr. F. B. Noble	Whaiwai
Otter	torpedo boat destroyer	350	6	5700	Captain T. G. Groot	Hongkong
Phoenix	sloop	1015	6	650	Reserve	Whaiwai
Rambler	surveying-vessel	990	10	1400	Commander John Nicholas	Lehna
Rinaldo	river gunboat	85	2	240	Comdr. G. E. Moore	Strait Division
Robin	sloop	990	6	1400	Lt.-Com. R. E. Vaughan	West River
Rosario	cruiser, 2nd class	3600	8	9000	Comdr. Vivian	Hongkong
Sandpiper	river gunboat	85	2	240	Lt.-Com. H. T. Atty	West River
Sirius	torpedo boat destroyer	350	6	5700	Capt. C. H. H. Moore	Hongkong
Taku	receiving ship	180	2	800	Lt.-Comdr. Davidson	Yangtze
Tamar	river gunboat	3400	8	480	Comdr. E. V. Dugmore	Whaiwai
Tea	cruiser, 2nd class	3600	8	9000	Capt. J. A. C. Wilkinson	Yangtze
Thetis	coast defence gunboat	363	3	200	Lieut.-Comdr. R. H. Keato	Whaiwai
Tweed	battleship, 1st class	12,950	16	13,500	Capt. Leslie Stuart, O.M.G.	Shanghai
Vengeance	sloop	980	6	1400	Comdr. S. St. John Farquhar	Whaiwai
Vestal	torpedo boat destroyer	350	6	5700	Reserve	Hongkong
Virago	surveying ship	350	6	5700	Comdr. Ernest J. Hardy	Whaiwai
Waterwitch	torpedo boat destroyer	150	2	500	In Reserve	Upper Yangtze
Whiting	river gunboat	150	2	500	Lieut.-Com. C. W. Wrightson	Upper Yangtze
Woodcock	river gunboat	150	2	500	Lieut.-Com. Wascn	Upper Yangtze

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

† Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., O.M.G.

Foreign Men-of-war on the China and Japan Station

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grinzenberger	Shanghai
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mirti	Japan
Achéron	French armoured gunboat	1798	10	1700	Comdr. Latorriere	Saigon
Alouette	French gunboat	350	7	400	Lieut. A. Yvarey	Canlon
Argus	French gunboat	475	3	450	Lieut. Crespin	Saigon
Asio	French gunboat	140	5	150	Lieut. Journe	Haiphong
Avallanche	French gunboat	680	6	400	Capt. Lefevre	Tourane
Bengali	French cruiser	3740	29	9000		Saigon
Bugard	French gunboat	140	5	150		Saigon
Bussaco-Lais	French cruiser	5018	18	17,000	Captain V. Poldine	Haiphong
Chateaufrenault	French gunboat	325	4	438	Commander Lonel	Shanghai
Comete	French gunboat	690	10	900	Commander L'Est	Saigon
Decidée	French cruiser	4000	31	9500		Haiphong
D'Aless	French gunboat	—	—	—		Shanghai
Eace	French destroyer	350	7	303	Lieut. Jehonne	Shanghai
Froude	French cruiser	9375	36	20,200		Shanghai
Groudon	French gunboat	307	7	300		Haiphong
Henri Riviere	French destroyer	1250	6	2200	Lieut. Comdr. Beaussant	Shanghai
Javelin	French cruiser	9700	12	19,600	Commander Le Gollens	Shanghai
Kersant	French gunboat	4015	27	8549	Captain Cros	Shanghai
Montaigne	French cruiser	9437	8	6071	Capt. Hourst	Shanghai
Orly	French cruiser	1798	10	1700	Comdr. Sonnes	Shanghai
Redoubtable	French gunboat	8856	9	3001		Saigon
Sully	French cruiser	629	9	—	Capt. Vincous	Saigon
Surprise	French gunboat	6150	23	1550	Captain Guiberteau	Shanghai
Takiang	French gunboat	123	7	500	Lieut. Holgu	Shanghai
Vauban	French gunboat	1857	15	2900	Captain Blondel	Yangtze
Vigilante	German cruiser	11,000	36	14,000	Lieut. Carol	Saigon
Boisard	German cruiser	1776	15	2960	Comdr. Huss	Hongkong
Fatherland	German flagship	8230	34	10,000	Capt. Von Beslow	Shanghai
Geier	German cruiser	6500	37	10,000	Captain Prowe	Shanghai
Hansa	German cruiser	1090	10	1300	Comdr. von Studnitz	Tsingtau
Hertha	German gunboat	900	10	1300	Capt. Schroeder	Kiautschou
Ilia	German gunboat	850	10	1344	Comdr. Baron Schirmelmair	Hiohow
Luca	German gunboat	1008	8	875	Comdr. Willbrandt	Shanghai
Meve	German gunboat	1640	15	2840	Comdr. Krounke	Shanghai
Seeadler	German cruiser	2680	24	8000	Comdr. von Grunbkow	Tsingtau
Thetis	German cruiser	900	10	1300	Captain Persius	Shanghai
Tiger	German gunboat	170	5	1300	Captain Voit	Amoy
Thingtau	German gunboat	—	3	500	Comdr. Deimling	Canton
Worms	German gunboat	2300	10	7471	Comdr. Giebbler	Shanghai
Elbe	Italian cruiser	3600	29	7000	Lieut. Scharf	Singapore
Marco Polo	Italian cruiser	2498	29	7000	Captain Borea-Ricci	Shanghai
Puglia	Italian cruiser	1880	14	4000	Captain Probitore	Chemulpo
Adamastor	Portuguese cruiser	720	20	6000	Capt. Pasetto	Shanghai
Vasco de Gama	Portuguese gunboat	3315	20	6000	Captain d'Antas Ribeiro	Macac
Alcott	Russian gunboat	810	6	730	Capt. Coutinho	Shanghai
Amaur	Russian cruiser	2600	5	4700	Capt. Manuel Vasco de Carvalho	Macac
Askold	Russian cruiser	6000	27	24,000		Shanghai
Bayan	Russian cruiser	7500	10	16,500	Comdr. Grunatshchikoff	Port Arthur
Bobr	Russian gunboat	1050	8	1150	Capt. Reitzenschein	Shanghai
Bogatyr	Russian cruiser	6840	12	19,500		Port Arthur
Diana	Russian cruiser	6751	6	8000	Comdr. Erjeekovitch	—
Djighilt	Russian gunboat	1456	3	1700		Saigon
Gaidamak	Russian gunboat	500	9	3500	Capt. Nasarowsky	Port Arthur
Jromiaschok	Russian gunboat	1490	6	2000	Capt. Yonrieff	Port Arthur
Grombol	Russian gunboat	12,364	44	14,500	Comdr. Zagarsky	—
Gulnik	Russian gunboat	1000	6	1000	Captain Jessen	Vladivostok
Mandour	Russian gunboat	1224	7	1400	Comdr. Shumoff	Shanghai
Norik	Russian cruiser	3000	6	17,000	Commander Crown	Shanghai
Otseyn	Russian gunboat	1490	6	17,000		Shanghai
Persaviat	Russian gunboat	15,674	16	14,800	Comdr. Vasilieff	Port Arthur
Petrovlovsk	Russian battleship	10,969	16	10,800	Captain Koroff	Sunk
Pobeda	Russian battleship	12,674	16	11,600	Captain Jakovleff	Damaged
Polava	Russian battleship	10,960	16	10,800	Capt. Zatzardong	Port Arthur
Rachyok	Russian cruiser	1394	10	1788	Captain Oseroff	Port Arthur
Relizian	Russian cruiser	13,902	16	18,900	Comdr. Liven	Port Arthur
Rossia	Russian protected cruiser	12,500	68	17,900		Vladivostok
Rurik	Russian protected cruiser	10,925	28	15,200	Captain Sepeleppinnipod	Cape Mendocino
Savastopol	Russian battleship	10,960	16	10,600	Captain Serelbrinkoff	Port Arthur
Silach	Russian gunboat	950	2	1125	Lieut. Comdr. Ivanoff	Port Arthur
Vednik	Russian gunboat	500	9	3300	Comdr. Zagorlansky-Kissel	Port Arthur
Zabiyaks	Russian cruiser	1230	15	1194	Comdr. Abramoff	Port Arthur
Albany	U. S. cruiser	5769	28	7590	Capt. Dyer	Cavite
Annapolis	U. S. gunboat	1000	12	1230	Capt. Rogers	Shanghai
Bainbridge	U. S. torpedo-boat destroyer	200	2	5000	Frank G. Williams	Shanghai
Berry	U. S. torpedo-boat destroyer	200	2	5000	Lieut. Irwin	Shanghai
Callao	U. S. gunboat	200	2	500	Lieut. Dismaker	Canton
Chalcesey	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. P. Jessop	Shanghai
Cincinnati	U. S. cruiser	3213	19	7500	Comdr. Hugo Osterhous	Shanghai
Dale	U. S. torpedo-boat destroyer	420	7	8000	Lieut. W. E. Arnold	Shanghai
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Knox	Shanghai
Elcano	U. S. gunboat	1392	8	1888	Ad-Comdr. J. Hood	Shanghai
Helena	U. S. monitor	3990	6	3000	Comdr. P. E. Sanyer	Canton
Monadnock	U. S. monitor	4054	4	6244	Captain Mahan	Shanghai
Montgomery	U. S. cruiser	5137	20	7100	Comdr. J. B. Milhen	Cavite
New Orleans	U. S. cruiser	10,238	45	11,111	Commander G. B. Harber	Shanghai
Oregon	U. S. cruiser	201	3	250	Captain Burwell	Shanghai
Pampana	U. S. gunboat	201	3	250	Ensign J. E. Bass	Cavite
Parana	U. S. gunboat	201	3	250	Capt. Bennett	Cavite
Rainbow	U. S. cruiser	4093	14	5000	Capt. J. B. Collins	Manila
Raleigh	U. S. cruiser	3213	18	7500	Comdr. Marshall	Shanghai
San Francisco	U. S. cruiser	4098	27	9913	Captain Verry	Manila
Vicksburg	U. S. cruiser	3000	13	1118	Comr. mander Marshall	Shanghai
Villabona	U. S. gunboat	147	3	500	Lieut. H. A. Wiley	Shanghai
Wilington	U. S. gunboat	1397	8	1884	Commander A. W. Dodd	Manila
Wiscanau	U. S. flagship	12,000	50	12,600	Captain Clover	Shanghai

NEW ADDRESS: 17, QUEEN'S ROAD, HONGKONG.

A. C. CHEE & CO.

ESTABLISHED 1869.

A. CHEE & CO.

No. 17,

QUEEN'S ROAD,

HONGKONG.

Furniture

Dealers.

DRAWING-ROOM,

DINING-ROOM,

and BEDROOM

FURNITURE.

ELECTRO-PLATED,

GLASS and

CHINA WARES.

PASTEUR'S MICROBE-

PROOF FILTERS.

ROCHESTER LAMPS.

WHITE TURKISH

TOWELS and

COUNTERPANES.

COOKING RANGES,

STOVEN UTENSILS,

and HOUSEHOLD

REQUISITES.

WM. POWELL,

LIMITED.

SMART

DRESSMAKING

Latest

FRENCH,

ENGLISH,

and

AMERICAN

FASHIONS.

CUT, FIT,

and STYLE

GUARANTEED.

WM. POWELL, Ltd.

(The Centre of Fashion)

ALEXANDRA

BUILDINGS.

TRADE MARK.



TELEPHONE No. 135.

THREE PLACED WHISKIES:

1st—KING EDWARD VII.

VERY OLD LIQUEUR

Gold Label \$22.00

2nd—KING EDWARD VII.

LIQUEUR

White Label... .. \$16.50

A Good 3rd—

'CLUB' \$15.00

A Whisky that is perfect with 'TAN.

SAN' Water.

SOLE AGENTS:

H. PRICE & CO.,

12, Queen's Road Central.

MEMOS. FOR TO-MORROW.

Meetings.

Noon—Meeting of Douglas Steamship

Co., Ltd., at Company's Office.

6.30 p.m.—Meeting of Hongkong Foot-

ball Club at Hongkong Hotel.

Miscellaneous.

Transfer Books of A. S. Watson Co., Ltd.

closed from this date to 8th October,

inclusive.

Goods per *Salvia* unclaimed after this

date at Noon will be subject to rent

and landing charges.

Goods per *Colborne* *apud* undelivered

after 4 p.m. on this date will be landed.

General Memoranda.

Tuesday, September 27.

9.45 p.m.—Auction of Household Furni-

ture, &c., at No. 21, Morrison Hill

Road.

10 p.m.—Meeting of Hongkong Hockey

Club at Hongkong Club.

11 p.m.—Meeting of Kowloon Cricket

Club at Seamen's Institute, Kowloon.

Transfer Books of The Hongkong & Kow-

loon Wharf & Dock Co., Ltd., closed

from this date to 1st October inclusive.

Friday, September 30.

Goods per *Mulla* not cleared at 4 p.m.

on this date subject to rent.

Saturday, October 1.

Noon—Auction of Steam-launches, at

Shun Tai Steamship Co.'s Wharf.

Fourth Meeting of Hongkong Gymkhana

Club at Race Course.

2.45 p.m.—Auction of Valuable House-

hold Furniture, at Alexandra House,

No. 34, Queen's Road Central.

Goods per *Tianchi* not cleared on this

date subject to rent.

9 p.m.—Meeting of Zetland Lodge.

WINE AND SPIRIT MERCHANTS.

CLARETS.

FINEST VINTAGES

FROM THE MOST

CELEBRATED

CHATEAUX.

IN EXCELLENT

CONDITION.

1 doz. qts. 2 doz. pils.

B. St. Estephe (Red

Capsule) \$8.00 \$ 9.00

C. St. Julien (Red

Capsule) 10.00 11.00

D. La Rose (Red

Capsule) 13.50 14.50

Chateau Haut Brion

Lariviet 20.00 22.00

Chateau Mouton

D'Armailhaq 24.00 26.00

Chateau Pontet

Canet 28.00 —

Chateau La Tour

Carnet 35.00 —

Chateau Rauzan

... .. 48.00 —

Chateau Lafite

... .. 54.00 —

A. S. WATSON & Co., Limited.

ALEXANDRA

BUILDINGS.

BIRTHS.

On September 20, at 46, Yangtze

Road, Shanghai, the wife of JAMES K.

ROOF, of a Daughter.

On September 22, at 101, Bubbling Well

Road, Shanghai, the wife of P. ZUN, of a

Son.

MARRIAGE.

On September 14, at H.B.M.'s Con-

sulate-General, Yokohama, before E. M.

Hobart-Hampden, Esq., and afterwards at

Christ Church, by the Rev. W. P. G.

Field, M.A., NATHAN GILBERT, youngest

son of the late Francis Maitland, of London,

to ELIZABETH ISABELLA, only daughter of

Otis Augustus Poole, Esq., of Yokohama.

Any communication not accompanied

by the signature of the writer will be

rejected without consideration.

All communications must be legibly

written upon one side of the paper.

Telephone, No. 22.

NOTICE TO CORRESPONDENTS.

All business communications for this

office should be addressed to THE MANA-

GER.

Communications intended for publication

should be addressed to THE EDITOR, and

not to any person by name.

We cannot undertake to return rejected

communications.

Any communication not accompanied

by the signature of the writer will be

rejected without consideration.

All communications must be legibly

written upon one side of the paper.

Telephone, No. 22.

THE PUBLICATION OF THIS ISSUE COMMENCED

at 5.25 p.m.

The China Mail.

HONGKONG, TUESDAY, SEPTEMBER 27, 1904.

CHINA'S TRADE.

THE great yellow covered books which

annually tell of China's material pro-

gress or regression are formidable to

look upon, and not one whit less for-

midable to examine. But to ponder

over the piles of figures which con-

front one upon opening the pages is to

learn much regarding the condition

of that vast kingdom which has for

all time been a conundrum to Western

peoples. The report of the trade of

China for 1903 is now before us, and

the lesson it teaches is that the country

is far from being in that prosperous

condition in which a 'scaly' Empire

should be found. Mr. H. B. Morse,

the Statistical Secretary, has analysed

the reports of the various

Commissioners of Customs and he finds

that all 'show a tendency to refer to

1899 as the last year of prosperous

trade. Followed as that was by the

year of madness and retribution, by

the disastrous floods in the Yangtze

Valley in 1901, and by the drought

and deficient crops in the South in

1902, the abundant harvests of 1903

have failed to produce their natural

effect and have done no more than

give a breathing-spell to the millions

of the Empire. In addition to natural

calamities, Chinese merchants have had

hard blows dealt them by the ex-

traordinary fluctuations of exchange,

many importers of cotton goods in

Mid China—where the silk crop

was a disastrous failure—being par-

ticularly hard hit. Anticipations of war

in 1903 also militated against the

success of commerce, and the effect

of the prevailing uncertainty was

particularly noticeable in the north,

which has not yet recovered from the

devastation of 1900, and where the

traders neither have money nor credit

at their command. As against the

unpleasant position of the Middle and

North of China, the South—in which

we are more interested—stands out

well, though even here the troubles in

the Kwangsi province have hung about

the neck of progress like a millstone.

The rich rice harvests in Kwangtung

have, however, pulled the South out of

could be given by junkmen. Just as

there has been an increase in the Re-

venue returns so there has been in the

amount of foreign trade. The value of

that trade, expressed in the currency of

the country, has surpassed all pre-

vious records, reaching the high

figure of Haikwan taels 541,691,600

almost exactly double the

figure of ten years ago, and exceed-

ing the value for 1902 by over two per

cent. The peculiar feature of the im-

port trade, however, is that the increase

has been in value and not in volume,

the latter having shrunk to a consider-

able degree; the discrepancy in the stan-

dards of quantity and value being most

clearly shown in regard to cotton. For

instance in plain fabrics there was a

loss of 23 per cent in quantity, but only

27 per cent in value, whilst cotton

yarn increased 12 per cent in quantity,

but 23 per cent in value.

In the export trade the returns

were practically the same as in

1902, but there was a

falling off in silk—China's chief asset

for meeting her international obliga-

tions. In the sixties this product

furnished a full half to the total

value of the export trade but last

year constituted no more than 35 per

cent of the whole. The high prices

of 1902, fluctuating exchange, and

indifferent seasons, caused loss, and the

greatest sufferer in that respect was

Shanghai. Canton was nearly up to

1902 figures, either because dealers

there were more ready to meet the ad-

verse markets or because of the better

yield of the mulberries and worms. Of

all the exportable products of China, tea

showed the most considerable increase.

Notwithstanding the generally inferior

quality, prices ranged higher by taels 5

to taels 10 per picul, than in 1902, and

yet shipments increased by 9 per cent.

for black tea, 19 per cent for green

tea, and 8 per cent for brick tea. Ac-

cording to Mr Morse 126,903 piculs out

of the total export were statistically

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named:—

STEAMERS	TO SAIL ON	REMARKS.
VAMA, Via SHAI MOJI & ROBE (passing through the INLAND SEA).	Per A. L. VALENTINI.	About 28th September. Freight only.
LONDON & ANTWERP, Via SHAI MOJI, PANG, CUBO, PORT SAID AND MARSEILLES.	Per B. H. W. SNOW.	About 30th September. Freight and Passage.
SHANGHAI.	Per G. M. MONTGOMERY, R.M.S. "Brent".	About 7th October. Freight and Passage.
LONDON, &c.	Per G. PHILLIPS.	Noon, 8th October. See Special Advertisement.

For further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, September 27, 1904.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C. **SAFETY—SPEED—PUNCTUALITY.** Empress Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots. Saving 5 to 7 Days across the Pacific. PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

R.M.S. STEAMSHIP	TONS	WEDNESDAY, Oct. 12, 1904.
R.M.S. ATHENIAN	3882	WEDNESDAY, Oct. 12, 1904.
R.M.S. EMPRESS OF CHINA	6000	WEDNESDAY, Oct. 19.
R.M.S. TARTAR	4425	WEDNESDAY, Nov. 2.
R.M.S. EMPRESS OF INDIA	6000	WEDNESDAY, Nov. 16.
R.M.S. EMPRESS OF JAPAN	6000	WEDNESDAY, Dec. 14.

Hongkong to London, 1st Class, via St. Lawrence 600, via New York 682. Intermediate on Steamers, P. 40. £42. The magnificent "EMPEROR" STEAMSHIP passing through the famous INLAND SEA (IF JAPAN, usually make the voyage YOKOHAMA TO VAN COUVER (B. C.), in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information, Maps, Guides, Books, Rules of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Pender Street, Hongkong, September 21, 1904.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Operating from HONGKONG, via INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON, OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
NOMANTIA	4370	WAGNER	Oct. 10, 1904.
NICOMEDIA	4370	WAGNER	Oct. 27, 1904.
ARABIA	4483	BAKER	Nov. 19, 1904.
ARAGONTA	5198	SCHUBERT	Dec. 13, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to PORTLAND & ASIATIC STEAMSHIP COMPANY, Hongkong, September 20, 1904.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
FOOCHOW, Via SWATOW AND AMOY.	TRIUMPH, Capt. A. HANSEN.	WEDNESDAY, Sept. 28, at 10 a.m.
TAMSUI, Via SWATOW AND AMOY.	M. STRUVE, Capt. T. BRANDT.	SUNDAY, 2nd Oct., at 10 a.m.
ANPING, Via SWATOW AND AMOY.	PROVIDENCE, Capt. K. KORNELIUSSEN.	WEDNESDAY, Oct. 5, at 10 a.m.
TAMSUI, Via SWATOW AND AMOY.	FRITHJOF, Capt. H. A. HARALDSEN.	SUNDAY, 9th Oct., at 10 a.m.

ON account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers. For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, September 26, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.O. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
SHAWMUT	9608	W. M. Shaw	October 21
TREMONT	9608	T. W. Gage	About Oct. 1
LYRA	4417	G. V. Williams	About Oct. 30

1 Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The Twin-screw s.s. *Shawmut* and *Tremont* have just been fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

Dodwell & Co., Limited,
GENERAL AGENTS.
QUEEN'S BUILDINGS, Hongkong, September 24, 1904.

Shipping.

OCEAN, STEAM SHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	DEUCALION	28th September.
GLASGOW AND LIVERPOOL	ULYSSES	8th October.
GLASGOW AND LIVERPOOL	JASON	14th October.
GLASGOW AND LIVERPOOL	AGAMEMNON	22nd October.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	PATROCLOS	11th October
* GENOA, MARSEILLES & LIVERPOOL	PINGUEY	22nd October.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	28th October.
LONDON, AMSTERDAM & ANTWERP	ULYSSES	8th November.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and DEUCALION	KANAK	3rd October.
all PACIFIC COAST PORTS via NAGASAKI, KOBE & YOKOHAMA	YANGTZE	1st November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, September 24, 1904.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
MANILA, CEBU, & TIENTSIN	TRAN	28th September.
SHANGHAI	KIANG	29th September.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	CHINHO	3rd October.
YOKOHAMA AND KOBE	TAIWAN	7th October.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A fully qualified Surgeon is carried. † Taking Cargo on through bills of lading to all Yangtze & Northern China Ports. ‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports. N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, September 26, 1904.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships. Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	2540	R. Rodger	Manila Direct	Oct. 1, at 10 a.m.
RURI	2540	R. W. Almond	Manila Direct	Oct. 8, at 10 a.m.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

Hongkong, September 24, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to DURBAN, NATAL.

THE following Chartered Steamers will run at intervals of about 3 Weeks:—

S.S. STEAMSHIP	Captain	For
S.S. SWANLEY	J. P. DAWSON	
S.S. COURTFIELD	J. W. MARTIN	
S.S. CRANLEY	W. E. STEELE	
S.S. IKBAL	M. ROBERTSON	
S.S. ASCOT	C. E. COX	
S.S. TWEEDDALE	T. M. MILNE	
S.S. LOTHIAN	J. G. WILLIAMSON	
S.S. INKUM	E. S. PEARSE	

The next departure will be the s.s. *COURTFIELD*, sailing from here on SATURDAY, the 8th October, via Chin-Wan-Tao, taking Cargo for DURBAN. For Freight, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 26, 1904.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAPAN.	Second half of September.	JAVA PORTS.	Second half of Sept.
TJILATAP	JAVA PORTS.	First half of October.	JAPAN.	First half of October.
TJIPANAS	JAPAN.	First half of October.	JAVA PORTS.	Second half of October.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands, India on through B/L. For particulars of Freight and Passage, apply to the HEAD AGENT, Java-China-Japan Lijn, TELEPHONE No. 376, ALEXANDRA BUILDINGS, Hongkong, September 22, 1904.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship THALES, Captain Chow, will be despatched for the above Ports on WEDNESDAY, the 28th Inst., at 11 a.m. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, September 26, 1904. 1752

INDO-CHINA STEAM NAVIGATION CO., LD.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship LAISANG, Captain E. J. TADU, will be despatched as above on WEDNESDAY, the 28th inst., at 3 p.m. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, September 21, 1904. 1721

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and AFRICAN PORTS.)

THE Company's Steamship AUSTRIA, Captain COLLEMAN, will be despatched as above on FRIDAY, the 30th Inst., p.m. For information as to Passage & Freight, apply to SANDER, WIELER & Co., Agents, Prince's Building.

Hongkong, September 2, 1904. 1622

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	TO SAIL
SAGAMI	About Oct. 3.
HINDUSTAN	About Oct. 8.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, September 27, 1904. 110

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

Also PORTS OF BRAZIL & RIVER PLATE.

ON TUESDAY, the 4th October, 1904, at 1 p.m., the Company's Steamship *AUSTRALIAN*, Captain VESNOV, with PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES, Via Ports of Call, WITHOUT TRANSITMENT. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted till Noon only on Monday, the 3rd October. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on TUESDAY. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and value of Packages are required. For further particulars, apply at the Company's Office. G. DE CHAMPEAUX, Agent.

Hongkong, September 21, 1904. 1719

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *BENGAL*, Captain G. PHILLIPS, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 8th October, at Noon, taking Passengers and Cargo for the above Port in connection with the Company's s.s. *India*, 7,911 tons, from Colombo, which is expected to arrive here on the 2nd October. Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arabia*, due in London on the 30th November, 1904. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, September 24, 1904. 1744

Shipping.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship AUSTRALIAN, Captain A. H. SCHAW, will be despatched for the above Ports on SATURDAY, the 16th October, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. The Steamer is installed throughout with the Electric Light. A fully qualified Surgeon and Stewards are carried. N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 19, 1904. 1705

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship OLIVERBURN, Captain PARKER, will be despatched for the above Port on or about TUESDAY, the 18th October. For Freight, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, September 12, 1904. 1674

NOTICES TO CONSIGNEES.

PORTLAND & ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP NICOMEDIA.

FROM PORTLAND (OR) YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense. No Fire Insurance will be effected by us in any case whatever. DANGEROUS PACKAGES must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, September 26, 1904. 1756

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Catherine Apsa*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at once at Consignees' risk and expense. Cargo remaining on board after 4 p.m. of the 28th Instant, will be landed at Consignees' risk and expense into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED. Consignees of Cargo from SINGAPORE and PENANG are requested to take immediate delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, September 26, 1904. 1749

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP TREMONT.

FROM SEATTLE, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in any case whatever. An Average Bond is lying at this Office and same must be signed, and a Deposit of 1% paid before delivery can be effected.

DODWELL & CO., LTD., Agents.

Hongkong, September 21, 1904. 1723

NOTICE TO CONSIGNEES.

STEAMER SALAZIE.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London ex s.s. *Danube*, from HAVRE ex s.s. *Danube*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasures, and Valuable, are being landed and stored at their risks into the Godowns of the HONGKONG KOWLOON WHARF AND GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing. "Optional" Cargo will be forwarded on unless intimation is received from the Consignees before 10 a.m. To-morrow, requesting it to be landed here. Bills of Lading will be counted signed by the Undersigned. Goods remaining undelivered after TUESDAY, the 27th September, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 27th September, or they will not be recognised. All damaged packages will be examined on TUESDAY, the 27th September, at 3 p.m. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, September 20, 1904. 1713

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG to MACAO, by steamer to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER, Proprietor.

Hongkong, March 10, 1904. 493

STEAM TO CANTON.

THE new Twin Screw Steamers *KWONG CHU*, 1,309 tons, and *KWONG TUNG*, 1,238 tons, Captain J. P. MARTIN, Leave HONGKONG for CANTON at 8.30 Every Evening (Saturday excepted). Leave CANTON for HONGKONG about 5 o'clock Every Evening (Sunday excepted). These fine new Steamers have unequalled accommodation for First Class Passengers and are lit throughout by Electricity. Passage Fare—Single Journey, \$4.00 Meals, \$1.00 each. The Company's Wharf is a short distance West of the Harbour Master's Office. SHIU ON S.S. CO., LTD., AND YUEN ON S.S. CO., LTD., No. 8, QUEEN'S ROAD WEST, Hongkong, February 18, 1904. 31

HONGKONG-MACAO LINE.

S. S. WING CHAI, CAPTAIN T. AUSTIN, R.N.R. DEPARTURE from HONGKONG on week days at 7.30 a.m.; Excursion on Sundays at 4.30 a.m.; from MACAO, week days at about 2 p.m.; Sundays at about 7.30 a.m. Fares (week days) 1st Class (including cabin and meals) \$3. Return Ticket \$5. 2nd class \$2. 3rd " 50 Cents. On excursion Sundays 1st, 2nd, 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket, includingiffin and dinner either on board or at Macao Hotel, \$5. On Sundays, \$6 extra will be charged for each cabin which has accommodation for 2 or more passengers. Wharf—At the Western end of Wing Lok Street. The steamer runs an excursion trip every Sunday. It takes only 34 hours to reach Macao. MING ON & CO., 2nd Floor, 16, Victoria Street, Hongkong, September 27, 1904. 1699

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *PERA*.

FROM ANTWERP, LONDON, PORT SAID, SUEZ, AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Optional goods will be landed here unless instructions are given to the contrary before 3 p.m. To-day. Goods not cleared by the 2nd October, at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. DANGEROUS PACKAGES must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, September 26, 1904. 1750

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER *MALTA*.

FROM LONDON, PORT SAID, SUEZ, BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed. This Vessel brings Cargo:—From LONDON, &c. ex s.s. *Britannia*. From PENANG, GULF, ex s.s. *B.I.S.N.* and B. & P.S.N. Co.'s steamers. Optional Goods will be landed here unless instructions are given to the contrary before 5 p.m. To-day. Goods not cleared by the 30th Inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. DANGEROUS PACKAGES must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, September 23, 1904. 1736

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to Book Cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE as hitherto, by the Steamers of the NIPPON PACIFIC S.S. COY., BOSTON STEAMSHIP and TOWBOAT COYS., OCEAN S.S. COY. and CHINA MUTUAL S.S. COY.

For further Particulars, apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, May 20, 1904. 1697

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG to MACAO, by steamer to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER, Proprietor.

Hongkong, March 10, 1904. 493

STEAM TO CANTON.

THE new Twin Screw Steamers *KWONG CHU*, 1,309 tons, and *KWONG TUNG*, 1,238 tons, Captain J. P. MARTIN, Leave HONGKONG for CANTON at 8.30 Every Evening (Saturday excepted). Leave CANTON for HONGKONG about 5 o'clock Every Evening (Sunday excepted). These fine new Steamers have unequalled accommodation for First Class Passengers and are lit throughout by Electricity. Passage Fare—Single Journey, \$4.00 Meals, \$1.00 each. The Company's Wharf is a short distance West of the Harbour Master's Office. SHIU ON S.S. CO., LTD., AND YUEN ON S.S. CO., LTD., No. 8, QUEEN'S ROAD WEST, Hongkong, February 18, 1904. 31

HONGKONG-MACAO LINE.

S. S. WING CHAI, CAPTAIN T. AUSTIN, R.N.R. DEPARTURE from HONGKONG on week days at 7.30 a.m.; Excursion on Sundays at 4.30 a.m.; from MACAO, week days at about 2 p.m.; Sundays at about 7.30 a.m. Fares (week days) 1st Class (including cabin and meals) \$3. Return Ticket \$5. 2nd class \$2. 3rd " 50 Cents. On excursion Sundays 1st, 2nd, 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket, includingiffin and dinner either on board or at Macao Hotel, \$5. On Sundays, \$6 extra will be charged for each cabin which has accommodation for 2 or more passengers. Wharf—At the Western end of Wing Lok Street. The steamer runs an excursion trip every Sunday. It takes only 34 hours to reach Macao. MING ON & CO., 2nd Floor, 16, Victoria Street, Hongkong, September 27, 1904. 1699

Vessels Advertised as Loading.

...and the

Destination.	Phase.	Agency.	Date of Leaving.
Australian Ports	Australian (a)	Gibb, Livingston & Co.	Oct. 15, at Noon.
Australian Ports	China (a)	Butterfield & Swire.	October 3.
Cebu & Iloilo	Kalong (a)	Butterfield & Swire.	October 3.
Durban, East of London	Cornfield (a)	Gibb, Livingston & Co.	October 3.
Genoa, Mass., L'pool.	Piney (a)	Butterfield & Swire.	October 22.

Java Ports.....	Tjampar (a)	Java-China-Japan Ls.	1st half of Oct.
Java Ports.....	Tjampas (e)	Java-China-Japan Ls.	2nd half of Oct.
L'don, Am'dam, A'sp	Petrolous (a)	Butterfield & Swire.....	October 11.
L'don, Am'dam, A'sp	Achillof (e)	Butterfield & Swire.....	October 25.
L'don, Am'dam, A'sp	Formosa (e)	P. & O. R. N. Co.	November 8.
L'don, Am'dam, A'sp	Bugal (a)	P. & O. R. N. Co.	Oct. 8, at Moon.
L'don, Am'dam, A'sp	Bugal (e)	P. & O. R. N. Co.	Oct. 1, at 10.
L'don, Am'dam, A'sp	Formosa (e)	Messageries Maritimes	Oct. 1, at 10.
L'don, Am'dam, A'sp	Australien (e)	Shewan, Thomas & Co.	Oct. 1, at 10.
L'don, Am'dam, A'sp	Zelma (a)		Oct. 1, at 10.
Manilla via Saigon.			

Manila	Rubi (s)	Shewan, Tomes & Co	Sept. 3, 10 a.m.
Manila	Yuenang (s)	Jardine, Matheson & Co	Sept. 30, 4 p.m.
Manila	Teau (s)	Butterfield & Swire	September 28
New York v. Suez Canal	Bagami (s)	Dodwell & Co. Limited	About Oct. 3
New York v. Suez Canal	Hindutan (s)	Dodwell & Co., Ltd.	About October 8
New York v. Suez Canal	Clayebrown (s)	Shewan, Tomes & Co	About Oct. 18
S'pore, P'ang, U'bo &c.	Austria (s)	Sander, Wieler & Co.	Sept. 30, p.m.
Shanghai	Kiuking (s)	Butterfield & Swire	October 3

Shanghai.....	Coromandel (s).....	P. & O. S. N. Co.....	About Oct. 7.
Shanghai and Portland, Or.	Nunumtia (s).....	Portland & A. S. Co.....	October 10.
Shanghai and Portland, Or.	Nionmeda (s).....	Portland & A. S. Co.....	October 27.
Shanghai and Portland, Or.	Arabia (s).....	Portland & A. S. Co.....	November 19.
S. pore, Pang Calcutta.	Lalsang (s).....	Matheson & Co.....	Sept. 22, at 3 p.m.
S. pore, Pang Calcutta.	Catherine Apor (s).....	Dr. Seng, Sons & Co.....	Oct. 4, at 3 p.m.
S. tow, Amoy, Hongchow	Triumph (s).....	Shen Kien Kaisha.....	Sept. 22, at 10 a.m.
S. tow, Amoy, Hongchow	M. Struve (s).....	Osaka Shosen Kaisha.....	Oct. 2, at 10 a.m.

St'ow, Amos & F'chow	Provincetown (s)	Oaska Shosen Kalina	Oct. 5, at 10 a.m.
St'ow, Amos & F'chow	Prithoji (s)	Oaska Shosen Kalina	Oct. 6, at 10 a.m.
St'ow, Amos & F'chow	Thalen (s)	Oatfield & Swirly	Sept. 29.
St'ow, Amos & F'chow	Thalen (s)	Dogwood & Co. Ld.	Sept. 29, at 11 a.m.
Victoria, B.C., Tacoma	Shenau (s)	Dogwood & Co. Ld.	October 1.
Victoria, B.C., Tacoma	Tremont (s)	Dogwood & Co. Limited	October 7.
Victoria, B.C., Tacoma	Lynn (s)	Dogwood & Co. Limited	October 7.
Vancouver (B.C.), etc.	Athensian (s)	Canadian P'fic R. Co.	October 12.
Vancouver (B.C.), etc.	Empress of China (A)	Canadian P'fic R. Co.	October 12.

Vancouver (B.C.), & Tartar (s)	Canadian Pide R. Co.	November 2.
Yokohama, and Kobe..	Thyuan (s)	Butterfield & Swire..
Y'ma, S'hai, Moji, Kobe	Pera (s)	P. & O. S. N. Co.....
		October 7.
		About Sept. 28

SHARE LIST.—QUOTATIONS.

September 27, 1904.

Stocks.	No. of Shares.	Price.	Paid up.	Closing Quotation On.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	£ 125	all	} \$650, sellers London, £87
National Bank of China, Limited ...	19,970	£ 10	£ 8	\$80, buyers
	29,955	£ 10	£ 8	\$88, buyers

Do.	Founders' shares	750	£	1	£	1 810, buyers.
MARINE INSURANCES.						
Canton Insurance Office Co., Ltd.,	20,000	£	250	£	50	2240, buyers
China Traders' Insurance Co., Ltd.	14,000	£	83.38	£	25	2604, sales
North-China Insurance Co., Ltd.,	10,000	£	15	£	5 71s. 72s.	buyers
Union Insurance Society, Ltd.,	10,000	£	250	£	100	3600, buyers.
Yangtze Insurance Association, Ltd.	8,000	£	100	£	80	3140
FIRE INSURANCES.						
Do.	Founders' shares	100,000	£	100	£	100

Do.	Founders' shares	750	£	1	£	1 810, buyers.
MARINE INSURANCES.						
Canton Insurance Office Co., Ltd.,	24,000	£	250	£	50	2240, buyers
China Traders' Insurance Co., Ltd.	10,000	£	83.38	£	25	2600, sales
North-China Insurance Co., Ltd.,	10,000	£	15	£	5 71s. 72s.	buyers
Union Insurance Society, Ltd.,	10,000	£	250	£	100	3600, buyers.
Yangtze Insurance Association, Ltd.	8,000	£	100	£	80	3140
FIRE INSURANCES.						
Do.	Founders' shares	100,000	£	100	£	100

Ohline and Manilla S. S. Co. Ltd.	20,000	50	50	\$26, sales
Groegs Steamship Co., Limited	20,000	50	all	\$34, sellers
H.K. C. and M. Steamboat Co., Ltd.	80,000	15	15	\$284, sales
Indo-China S. N. Company, Limited	50,000	2	all	\$126
	10,000	8	10	\$41, sellers
Star Ferry Company, Ltd.	10,000	10	5	\$31, sellers
Shell Transport & Trading Co., Ltd.	200,000	1	2	\$1/8 buyers
Taku Tel. and Lighter Co., Ltd.	8,600	50	50	\$10.75, buyers

Shanghai Tug & Lighter Co., Ltd.	200,000	Tls.	50	Tls.	50	Tls. 48, buyers
do. Preference.	100,000					Tls. 48, buyers
REFINERIES.						
China Sugar Company, Limited	20,000	8	100	a	\$218, buyers	
Luxon Sugar Company, Limited.	7,000	8	100	a	\$6, sellers	
Perak Sugar Cultivation Co., Ltd.	7,000	Tls.	50	T	60	Tls. 60
WHEATS.						
H.K. & Kow, Wharf & Godown Co.	30,000	8	50	all	\$113, sales & sellers	

Shanghai and Hongkong Wharf Co., Ltd.	20,100	Tls. 100	Tls. 160	Tls. 164, sales
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	£ 100	100	1153, sellers
Shanghai Land Investment Co., Ltd.	52,000	Tls. 50	Tls. 50	Tls. 112, sales
Hongkong Land and Building Company	6,000	£ 60	50	\$39, sales
Wel-het-wel Land & Building Co., Ltd.	8,764	Tls. 25	Tls. 25	Tls. 10, buyers
	100,000	£ 100	100	

Humphreys Estate & Finance Co.	50,000	\$	10	all	\$12.70, sales
West Point Building Co., Limited.....	12,500	\$	50	50	\$5, buyers
TRAMWAYS.					
H.K. High-Level Tramways Co., Ltd. MINING.	1,250	\$	100	all	\$300
Société Française des Charbon- nages du Tonkin.....	16,000	Fcs. 250	all		\$490
Raub Aust. Gold Mining Co., Ltd.	200,000	£	1	13/10	\$62, sales & collam

HOTELS, ETC.				
Hongkong Hotel Company, Ltd. ...	12,000	\$	50	all \$138, sellers
Astor House Hotel Co., (Tientsin) ..	2,000	T.T.	50	120, sales
Astor House Hotel Co., Ltd. (S'hai)	30,000	\$	25	\$30, sales
DISTILLERIES.				
A. S. Watson & Co. Limited,	60,000	\$	10	all \$15, sellers
Watkins Limited	10,000	\$	-10	\$ 10 \$10, buyers
LIONING.				

H.K. and China Gas Co., Limited.....	7,000	\$	10	all	\$160, buyers
Shanghai Gas Company, Ltd.....	8,000	Tls.	60	Tls.50	\$195, sales
Hongkong Electric Co., Limited.....	30,000	\$	10	19-10	\$115
New Electric (new issue) not recorded	30,000	\$	10	5	\$94, sellers
BRICK AND CEMENT.					
Green Island Cement Co., Ltd.	60,000	\$	10	\$	\$31, buyers
MISCELLANEOUS.					
Bell's Asbestos Eastern Agency.....	8,000	E	12½	£12½	\$5, buyers*

United Asbestos Oriental Agency, Limited	5,000 only	10	\$	4	\$91	buyers
	100 tons	10	\$	10	\$119	
Hk. Steam Water-boat Co., Ltd.	7,000	10	\$	10	\$121	buyers
Hongkong Dairy Farm Co.	10,000	7	all	\$22	buyers	
Hongkong Co., Limited	5,000	28	all	\$22	buyers	
Shanghai Waterways Co., Ltd.	8,000	2	\$	70	\$14	sellors
Yokohama Planting Company, Ltd.	5,000	5	\$	5	\$1	sellors
H.K. Pine & Manufacturing Co., Ltd.	10,000	50	\$	1	\$140	cent.

Hongkong Cotton Spinning Co., Ltd.	20,000	Tls.	60	Tls. 50	31 1/2, sellers
Two Cotton Spinning and Weaving Co., Ltd.	20,000	Tls.	60	Tls. 50	30, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls.	75	Tls. 75	25
Luen-Fung-Mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls.	100	Tls. 100	22 1/2
Soy Chee Cotton Spinning Co., Ltd.	3,000	Tls.	500	Tls. 00	18 1/2, sellers

China Provident Loan Mortgage Co. Ltd.	60,000	10	10	89½	sellers
China Borneo Company, Ltd.	60,000	12	12	811	buyers
Campbell, Moore & Co., Limited	1,900	10	all	837	buyers
Wm. Powell, Ltd.	12,000	10	10	812½	
Shanghai and Hongkong Dyeing and Finishing Co., Ltd.	1,800	50	50	850	
The Canton-Hongkong Ice and Cold Storage Co., Ltd.	70,000	10	10	810	New York

NAME	AMOUNT	PAID	INTEREST	DATE
Chinese Imperial 1888	100	100	0	1888
Chinese Imperial 1889	100	100	0	1889
Chinese Imperial 1890	100	100	0	1890
Chinese Imperial 1891	100	100	0	1891
Chinese Imperial 1892	100	100	0	1892
Chinese Imperial 1893	100	100	0	1893
Chinese Imperial 1894	100	100	0	1894
Chinese Imperial 1895	100	100	0	1895
Chinese Imperial 1896	100	100	0	1896
Chinese Imperial 1897	100	100	0	1897
Chinese Imperial 1898	100	100	0	1898
Chinese Imperial 1899	100	100	0	1899
Chinese Imperial 1900	100	100	0	1900
Chinese Imperial 1901	100	100	0	1901
Chinese Imperial 1902	100	100	0	1902
Chinese Imperial 1903	100	100	0	1903
Chinese Imperial 1904	100	100	0	1904
Chinese Imperial 1905	100	100	0	1905
Chinese Imperial 1906	100	100	0	1906
Chinese Imperial 1907	100	100	0	1907
Chinese Imperial 1908	100	100	0	1908
Chinese Imperial 1909	100	100	0	1909
Chinese Imperial 1910	100	100	0	1910
Chinese Imperial 1911	100	100	0	1911
Chinese Imperial 1912	100	100	0	1912
Chinese Imperial 1913	100	100	0	1913
Chinese Imperial 1914	100	100	0	1914
Chinese Imperial 1915	100	100	0	1915
Chinese Imperial 1916	100	100	0	1916
Chinese Imperial 1917	100	100	0	1917
Chinese Imperial 1918	100	100	0	1918
Chinese Imperial 1919	100	100	0	1919
Chinese Imperial 1920	100	100	0	1920
Chinese Imperial 1921	100	100	0	1921
Chinese Imperial 1922	100	100	0	1922
Chinese Imperial 1923	100	100	0	1923
Chinese Imperial 1924	100	100	0	1924
Chinese Imperial 1925	100	100	0	1925
Chinese Imperial 1926	100	100	0	1926
Chinese Imperial 1927	100	100	0	1927
Chinese Imperial 1928	100	100	0	1928
Chinese Imperial 1929	100	100	0	1929
Chinese Imperial 1930	100	100	0	1930
Chinese Imperial 1931	100	100	0	1931
Chinese Imperial 1932	100	100	0	1932
Chinese Imperial 1933	100	100	0	1933
Chinese Imperial 1934	100	100	0	1934
Chinese Imperial 1935	100	100	0	1935
Chinese Imperial 1936	100	100	0	1936
Chinese Imperial 1937	100	100	0	1937
Chinese Imperial 1938	100	100	0	1938
Chinese Imperial 1939	100	100	0	1939
Chinese Imperial 1940	100	100	0	1940
Chinese Imperial 1941	100	100	0	1941
Chinese Imperial 1942	100	100	0	1942
Chinese Imperial 1943	100	100	0	1943
Chinese Imperial 1944	100	100	0	1944
Chinese Imperial 1945	100	100	0	1945
Chinese Imperial 1946	100	100	0	1946
Chinese Imperial 1947	100	100	0	1947
Chinese Imperial 1948	100	100	0	1948
Chinese Imperial 1949	100	100	0	1949
Chinese Imperial 1950	100	100	0	1950
Chinese Imperial 1951	100	100	0	1951
Chinese Imperial 1952	100	100	0	1952
Chinese Imperial 1953	100	100	0	1953
Chinese Imperial 1954	100	100	0	1954
Chinese Imperial 1955	100	100	0	1955
Chinese Imperial 1956	100	100	0	1956
Chinese Imperial 1957	100	100	0	1957
Chinese Imperial 1958	100	100	0	1958
Chinese Imperial 1959	100	100	0	1959
Chinese Imperial 1960	100	100	0	1960
Chinese Imperial 1961	10			

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